

VOYAGER ON GREAT EASTERN, SAW GROWTH OF SEA TRAFFIC

SPANS AN ERA OF SEA TRAVEL

Mr. Bramwell, About to Undertake What He Expects to Be His Last Atlantic Crossing, Tells of Changes in Ocean Liners Brought by the Years

UNIQUE in the annals of transatlantic travel is the experience of William C. Bramwell, inventor, traveler and for a quarter of a century a resident of Hyde Park, who is in Boston this week visiting friends and relatives after making his twenty-first trip across the Atlantic, the latest in a series of voyages which began sixty years ago when as a boy of 19 he first came to America from England on the famous Great Eastern.

Beginning in the era when steam first began rapidly to replace sail as the motive power for ships, Mr. Bramwell's voyages mark the marvelous developments of steam navigation, showing the gigantic ocean liners of to-day with their sleek, pretentious prows, which, afraid to trust their fate to steam alone, used sail and steam together.

The Great Eastern, on which Mr. Bramwell made his first trip in May, 1862, from Milford Haven, Wales, to New York, embodied to the fullest extent the oldest of the old and the newest of the new. Her motive power included not only steam and sail but she was equipped with a screw propeller in addition to the huge and clumsy side paddles which feature the early steamships.

But with all of her propelling devices and the many modern features which made her the wonder of the maritime world, this leviathan of the past century had an exceptionally ill-fated career. The trip which Mr. Bramwell made on her was, so he declares, the only one in the tempestuous history of the Great Eastern which was not marred by any mishap, and was also one of the few which brought financial gain to her owners.

"Disaster attended her from the very beginning," said Mr. Bramwell. "She was partially submerged by an accident when she was launched, a tremendous explosion on her first voyage wrought much havoc and caused some loss of life, on a later trip she was nearly shipwrecked, and her misfortunes kept piling up until she was scrapped.

Huge Sail Spread Helped To Propel Big Liner

"But she was a wonderful ship, and it was not for many years afterward that another was built which in any manner approached the proportions of the Great Eastern. She was 692 feet long and 83 feet wide. Across her paddle boxes she was 114 feet wide. In addition to her enormous paddle wheels on either side she had a screw propeller, and she carried 15,000 square yards of sail. She had five huge funnels, 100 feet high and six feet in diameter, and her sails were spread on six great masts, five of them built of iron.

"This first trip which I made across the Atlantic on the Great Eastern in 1862 took nine days and five hours from Fastnet Rock, off the coast of Ireland, to Sandy Hook, and was the fastest trip which had been made up to that time. In fact, it compares favorably with the trip I made last week on the Carmania, which left Liverpool at 2:30 P. M. on August 3 and reached New York at 7 P. M. August 12.

"The time required, however, on many of the trips succeeding my Great Eastern voyage was much greater. In 1863, when I returned to England on the City of Washington of the old Inman Line, it took fourteen days from New York to Liverpool, and

fourteen or fifteen days was the best time record across the Atlantic for many years after the Great Eastern epoch. The Great Eastern was a miracle ship which came before her time.

Some Features Missed

On Present Day Liners

"Although the ships of fifty years ago had less of comfort and convenience and speed than those of to-day," Mr. Bramwell continued, "they had a great many other features which the mammoth liner of to-day does not possess—features which some of us old timers miss, much as we enjoy the newer advantages.

"In the old days there was a greater spirit of fraternalism and comradeship among the passengers and between the passengers and the officers of the ship. The passenger list was, of course, much smaller, the voyages longer and there was thus a much stronger occasion for fraternization. During the voyage the ship was a little world to itself. That is true in a manner to-day, but with modern speed and modern radio communication a ship is never isolated from the rest of the world as it was forty years ago.

"Today passengers on a transatlantic liner regard each other much as do fellow passengers on a Pullman car. Formerly they were shipmates, banded together in a circle of comradeship which strengthened as the distance from shore increased. In the dining room the captain sat at the head of the first table, other officers at the head of the remaining tables, and all made up one big family. There is none of that to-day. Of course there is entertainment and social life, but it is of the conventional sort. The difference is much the same as the difference between an old fashioned picnic and a fashionable party.

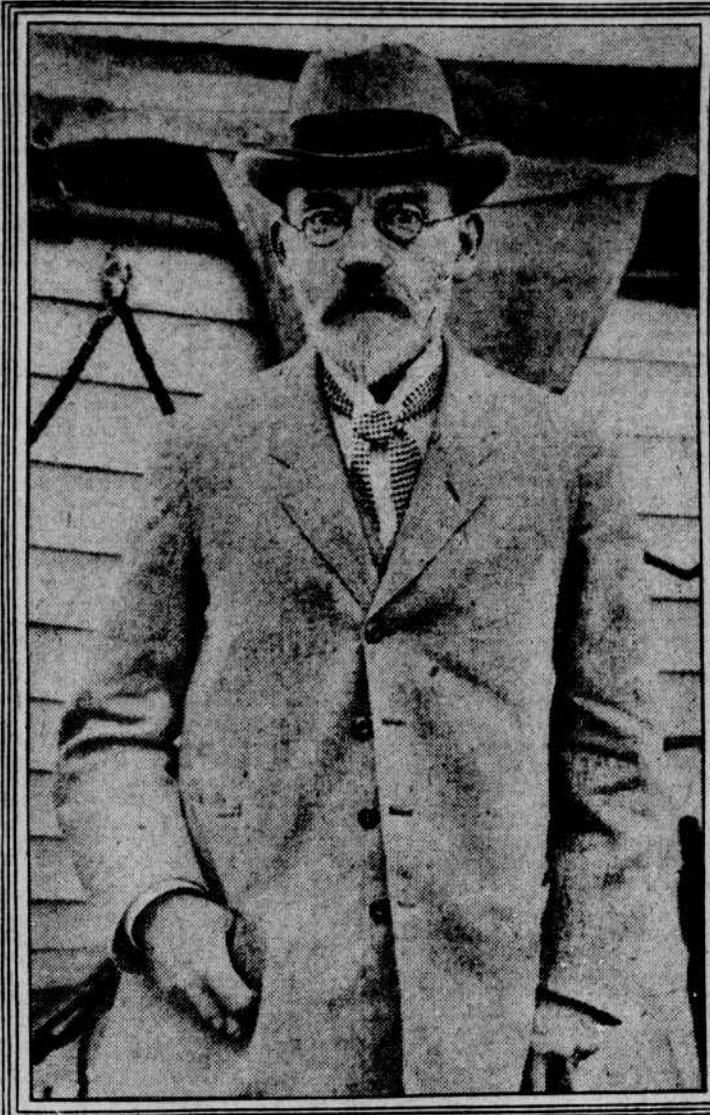
"As to conveniences, the present day ship is immeasurably superior to the ships of the preceding generation. The quality of the service given to-day was undreamed of forty years ago. A second class passage to-day offers far more than the best first class passage formerly did as far as physical comfort is concerned. And none of the ships of to-day roll and pitch as did the smaller ships of bygone days. The Great Eastern of course was an exception. She was as steady as any craft built since her day. But the others of her day and for many years afterward would roll so badly that one would often wonder that the ship did not capsize.

Plate Racks Did Not

Always Prevent Mishaps

"Many amusing incidents occurred when the weather was unusually rough, especially at the dinner table. The dishes, of course, were fenced in by a network of wooden compartments attached to the table tops as a preliminary precaution. But this did not take care of every exigency by any means, and more than once I have seen a particularly vicious lurch of the ship come just as the captain was bravely trying to carve a roast, and the tossing of the vessel would hurl the meat across the table, scattering dishes and food in all directions.

"Many of Mr. Bramwell's trips across the ocean were occasioned by business interests arising from his invention of the Bramwell feeder, an important machine in every woolen mill the world over, which Mr. Bramwell invented and brought to perfection in the late '70s, and for which he was awarded



W. C. BRAMWELL
ON BOARD S. S. CARMANIA
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the Franklin Institute Medal in 1894, a medal bestowed only on especially deserving inventors who have given the world an invention of conspicuous merit.

Mr. Bramwell's first trip to America from his home in Leeds, England, was brought about in an unusual way. He was employed as a clerk in the woolen mill of his uncle in Leeds. Each morning he was accustomed to read aloud to a group of the mill hands the news items in the Leeds Mercury. One morning he read an announcement of the intended sailing of the Great Eastern for New York. He stopped short in the middle of the story to exclaim: "If I had the money I would sail to New York on the Great Eastern." Immediately the mill hands to whom he had been reading started a subscription, and in a few moments half the required sum was raised. The other half was given young William Bramwell by his uncle, and the nineteen-year-old boy sailed for America.

When he arrived at Castle Garden, New York, he was detained by the immigrant authorities on account of a lame leg, the result of an accident several years before. Finally admitted, he found himself in a strange land with not a penny in his pocket.

**Got Work at \$16 a Month
And Paid \$14 for Board**

Making his way to Woonsucc Falls he secured employment in a woolen mill at \$16 a month, \$14 of which he spent for board. From then on his life was a steady struggle for success, which came slowly but certainly. Realizing that woolen manufacturing suffered for the want of an efficient means of feeding the wool to the machines, he set out to remedy the defect, and after years of experimenting he finally perfected a machine which performed for the woolen manufacturer a service com-

parable to that of Eli Whitney's cotton gin to the cotton industry.

His feeder performed the work of from twenty to thirty men in preparing wool for weaving into cloth, and its value was immediately recognized by manufacturers throughout America, England and France. About 15,000 of his machines are now in use throughout the United States. At the Chicago World's Fair in 1893 the invention was displayed by the United States Government as one of the inventions of the time which had contributed materially to the advancement of manufacturing methods.

Unable to endure the rigors of the northern winter, Mr. Bramwell returned in 1903 to England to live. Prior to that time and since 1877 he had lived in Hyde Park with his wife, who was Miss Josephine Morrison of Boston, whom he married in Hyde Park in 1873. In England Mr. and Mrs. Bramwell lived at Bathurst Lodge, St. Margaret's on the Thames, near London, until last spring, when Mrs. Bramwell died. Her body was cremated and the ashes sent to Boston in care of her son Rupert, and placed in Forest Hills Cemetery. It was to have a monument inscribed in her memory that Mr. Bramwell made his present trip.

Mr. Bramwell's only surviving son, who returned to America after his mother's death, contracted pneumonia soon after his return to his home at New Brunswick, N. J., and died last April, leaving a widow and a twenty-year-old son. The father, bereft of all his immediate family, will return on next Tuesday to England, sailing on the Aquitania for what he says will be his twenty-second and last trip across the Atlantic. He has sold Bathurst Lodge. To return there would recall too many sorrowful memories. He plans to spend his remaining days at Brighton, a seacoast town in the south of England.

SIR PHILIP GIBBS SEES FOR EUROPE ONLY ONE COURSE

Commends Lloyd George's Offer to Waive Claims to German Indemnities.

FRANCE SHOULD HELP

That Would Be Big Thing to Do, but Writer Doubts It Will Be Done.

FEARS YEARS OF MISERY

Only England Stands, Strong and Stubborn, Against Buffeting of Fate.

By Sir PHILIP GIBBS.

Special Cable to The New York Herald.

LONDON, Aug. 19.—The condition of Europe is getting steadily worse. What will be the end, I, for one, do not care to prophesy, except to say that I see only a hairbreadth chance of escape from financial disaster and social upheaval over the entire continent. That chance hanging from such a slender thread, depends on the conversion of the European statesmen by the people at the eleventh hour to a new gospel of idealism and heroic renunciation of self-interest.

It is a very poor chance if it is limited to the statesmen. It is a slightly better chance, but not much, if people have any say in the matter of their own destiny and doom. Vandalism said the other day that history is made by people, not by peoples. That was in reference to a conversation about to begin between Lloyd George and Poincare with the Belgian, Italian and Japanese Ministers taking sides with one or the other.

It is to me an appalling fate that a nation's very life—hundreds of millions of people—should be at the mercy of two obstinate and not unscrupulously wise politicians like Lloyd George and Poincare. For that is what it amounted to. That Downing street conference which has just taken place with the most alarming results was really an intellectual duel between those ready politicians with a number of financial experts in attendance to provide the chiefs with ammunition for argument.

Even if they were two of the noblest, largest hearted men in the world it would be an overpowering responsibility greater than any two men could bear. For their argument was to decide future civilization in Europe, hold the balance between future peace and future war, condemn or relieve sixty million people in Germany, hundreds of millions of people dependent for their health on German wheat, and decide the economic death. Upon the good temper or bad temper of those two men, upon their wisdom or lack of wisdom, depends actually the value of the wages that will be received this winter by the miners of Westphalia, by the seamstresses of Berlin, the typists in German offices, and the chance of employment for workless men in London.

If Poincare had won the argument by some weakness in Lloyd George, and his penalties were exacted against Germany, I am convinced that international trade would have collapsed, and both France and Germany would have plunged down the steep slopes of ruin.

World Not Yet Safe

From Financial Smash

It may happen yet. If Lloyd George had lost his temper and broken with Poincare and France beyond any kind of compromise, then again there would be no hope in Europe for reconstruction, but a new group of nations, determined to repudiate debts of honor and pledges of peace.

I can hardly convey to my readers across the Atlantic the strained emotion with which great numbers of British people waited the news which reported the uncertain progress of that conversation between the Premiers of France and England. One evening it was reported that Lloyd George agreed to the four main proposals of Poincare inflicting new and severe penalties against Germany which would put a stranglehold upon her import and export trade, her mines and forests. There wasn't a business man I met who did not draw in his breath and say, "Well, that's an end to Germany, an end to Europe."

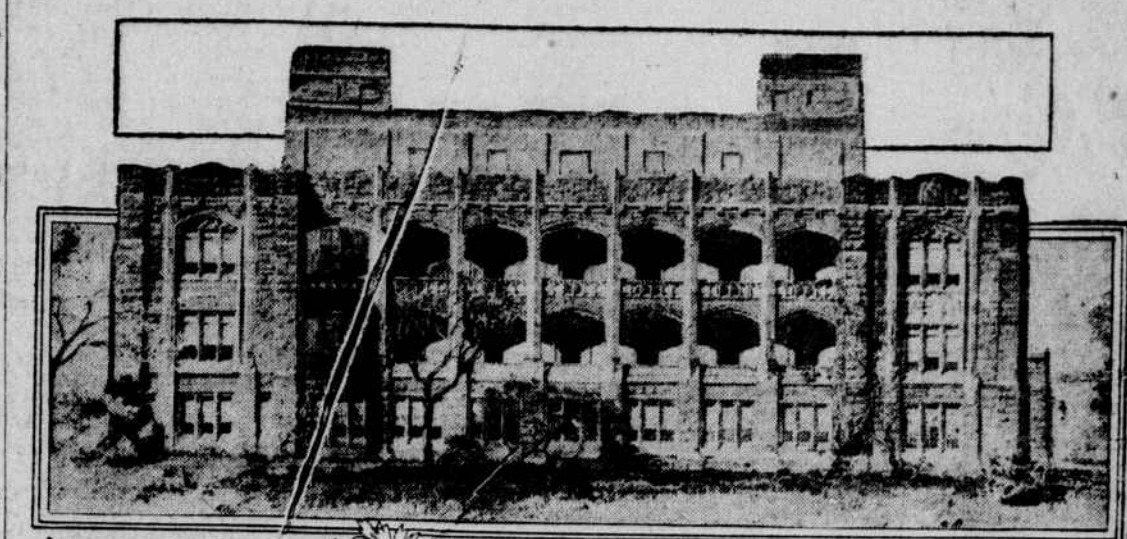
For though English business men have no cause for tenderness toward the Germans, and believe they should pay far more than they have done to repair the damage they did, it is now beyond argument to this class of men in England that such measures as those proposed by Poincare would not only fail to produce German wealth but would render it impossible for Germany to pay any debts or buy any goods which we wish to sell. When Lloyd George and Poincare talked the German zigzagged and jumped in a fever stricken way, and following a false report that an agreement had been made there was a steep rush downward.

Now, as I have said, conversation between those two men would have been fruitful in its results even if they were the wisest men on earth, but it is clear to many of us now that they started the talk by stupendous blunders on both sides. On Lloyd George's was the blunder of the Balfour note, which bids fair to be one of the most fatal documents in history.

On the other side was the blunder of a French plan to make Germany pay, which is so childish in arithmetic that it was turned down by a four to one majority by experts as hopelessly unworkable. None of Poincare's proposals would result in German gold reaching French pockets, but would create stagnation in German industry and wipe it out as a symbol of exchange. Lloyd George, of course still has Balfour, but not personally responsible for the Balfour note. It was issued by the Cabinet as a warning to

NEW CADET HOSPITAL ADORN WEST POINT

CAN ACCOMMODATE 100 PATIENTS AT ONCE



SOUTH FRONT, NEW CADET HOSPITAL
HOSPITAL OF WEST POINT
Arnold W. Brunner, Architect

Handsome Building, in Military Gothic, Contains the Latest Discoveries of Medical and Surgical Science

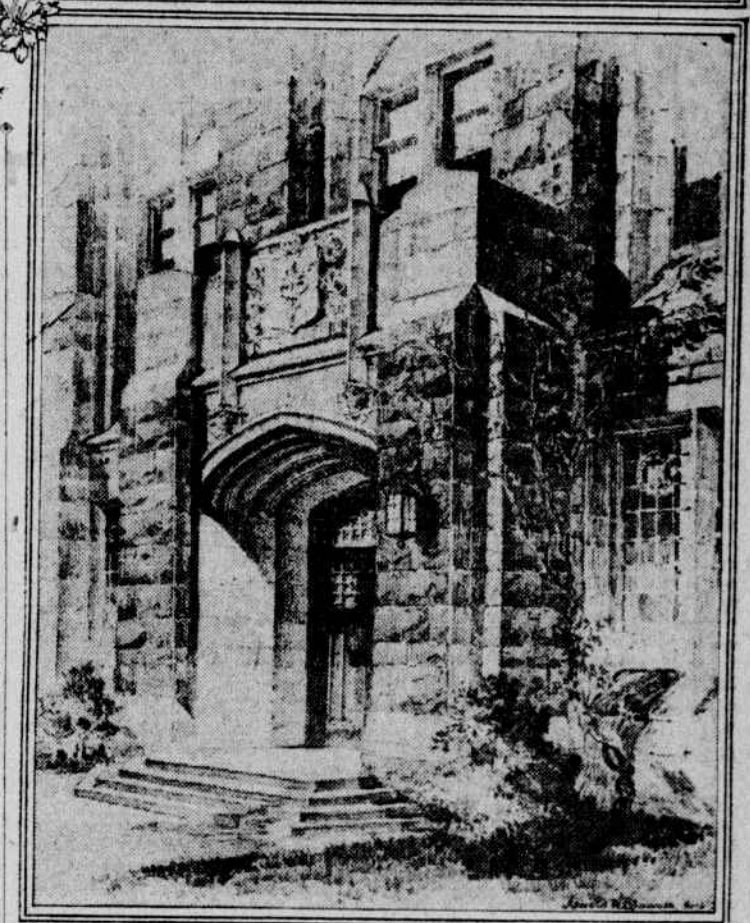
WEST POINT, pride of the nation and cradle of the army, has forged another link in the chain of buildings that rise commandingly from the west bank of the Hudson River. This latest unit in the group of military structures set against the wooded hills of the lower Catskill Mountains is the new Cadet Hospital, which will soon be completed.

Arnold W. Brunner, the architect, has followed the military Gothic style of the older buildings of the Academy and has produced a unique and beautiful effect from the exterior and a perfectly arranged interior, modern in every detail, and this despite the fact that Gothic art long antedates hospital construction. Mr. Brunner designed the \$15,000,000 civic and music center, which has been proposed for a central location, among the suggestions for which two blocks extending from Central Park South to Fifty-seventh street and from Seventh avenue to Sixth avenue have been offered.

Before leaving for Europe Mr. Brunner described the Cadet Hospital and details of its adornment. Some of the West Point buildings were erected many years ago and since then others have been added from time to time as the Military Academy has grown. All of these conform to a certain style, with the result that the Academy presents no jarring architectural effect to the eye. On the contrary, the masses of dark gray stone structures present a solid, permanent, Old World picture that is due entirely to the fact that a definite design has been adopted by those in charge of the structural part of the army's center's program and that architects have followed it with profound respect.

It is difficult to interpret the exact quality of the West Point buildings, the quality which makes them unique and beautiful. All are Gothic and of a special type of Gothic which has been described as military. They are built of a combination of rough native stone and tooled limestone, and the rich gray color suggests strength and integrity. This same spirit pervades the entire chain of buildings from the massive Riding Hall on to the Administration Building and Post Headquarters, thence through the arch to the higher plateau where the academic buildings are massed around open spaces, and to the parade and the athletic field.

Military Gothic is a variation of Gothic, and in supplying appropriate yet suitable decoration for the Cadet



THE MAIN ENTRANCE PORCH, NEW CADET HOSPITAL.

Hospital Mr. Brunner introduced carved stone corbels in the molded course above the third story. It was the custom with designers of medieval buildings to carve quaint historic figures in the decorations. In the early days these portrayed the outstanding persons of the times. Modern architects have continued this custom as a historic record that will survive through many generations.

The carved corbels, done by C. H. Humphries, represent various units of the A. E. F. From the ground they look like typical medieval carvings; they might, in fact, be monks or crusaders or bold knights in steel armor. As a matter of fact they are doughboys in steel helmets and khaki. At the entrance, which is a magnificent bit of Gothic architecture, are the carved staff and serpent of Esculapian, also the work of Mr. Humphries.

West Point has a hospital, but the increase in the number of cadets being admitted each year has made it necessary to enlarge it. More space was required for X-ray and other diagnostic treatments, and only a new building could provide adequately for this work. The older hospital will be reserved for dental clinics, offices, personnel quarters and supply storage.

Cadets, officers and members of the civilian population of the Academy will be treated in the new hospital. It will accommodate 100, but when needed this capacity can be greatly increased.

It is divided into a basement and four floors. Medical and surgical supplies will be stored in the basement, where there is also provision for a clothing room, a post-mortem room and a morgue.

On the first floor are the administrative and record offices and the outpatient clinic. Emergency surgical and medical cases can be treated in a special room near the ambulance entrance. Here also is a room for physical examinations of men in large groups. Electro and hydrotherapeutic treatment of eye, ear, nose and throat cases, and X-ray work will be done on this floor. There is also a laboratory here.

The second and third floors are given over to wards. Each floor has two main wards and several private rooms, which open onto porches, where the patient may enjoy the sunshine and also have a fine view of the river. There are two study rooms on each ward floor.

The kitchens are on the main floor, and from here diets will be carried by dumbwaiters and in insulated containers to the diet kitchens, where the trays may be prepared. The diet kitchens are perfectly equipped with the usual ranges, ovens, plate warmers, serving tables, refrigerators, side closet, tray racks and carriages.

The operating suite is on the fourth floor. This includes operating sterilizing, dressing and instrument rooms and a special room for the treatment of septic cases. At each end of the suite are dressing rooms for surgeons and nurses. These are equipped with showers and lockers. The operating suite does not extend the full size of the floor, so that surrounding it is space for a roof garden, which can be reached by elevator.

Col. E. J. Timberlake, Constructing Quartermaster, is personally supervising the erection of the new hospital and all its details. Assisting him is William F. Goding, superintendent of construction. Mr. Brunner consulted with Col. F. P. Reynolds, chief medical officer, when preparing his plans.

The Versailles treaty the victorious nations did a little thing instead of a big one. Ignoring simple economic laws they played the game with such enormous greed that no nation on earth, not even the United States, could have produced the fabulous wealth demanded of Germany.

Then upon those mythical figures France, though not England, built dream castles which are now dispelled by the cold frost of reality. The nations are economically bankrupt now because they were spiritually bankrupt first. If they had followed the lead of idealists who were for peace, mercy and construction instead of vengeance and illusion, they would have been materially richer today and Europe would have been lifted to a new plane of hope. They were warned, but did not heed the warnings. There are some of us who suffered insult because we pointed out the truth three years or more ago. The truth still remains the same. Only by spiritual philosophy, based on forgiveness of sins and debts by fraternal cooperation between nations, can this old Europe be saved. There is no hope for that, I fear, until this generation passes with its memories and passions.

Our only hope is in leaders who are now unknown. Until they come Europe will stagger through years of turmoil and decay and increasing misery. Only England stands now, as always, strong and stubborn against all the buffeting of fate, and those who hope she is weakening will be disappointed yet. For though the British people are hard pressed by their will and can stand a lot of knowing, and in my opinion they are going to get it.

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MILITARY TIME TABLE OF THE NATIONS BLAMED FOR WORLD CATASTROPHE

Lloyd George's Former Secretary Thinks Events Moved Irresistibly After Austria-Hungary Began to Mobilize

The Institute of Politics at Williamstown, Mass., listened recently to an address on the causes of war by the Hon. Philip Henry Kerr, formerly one of the secretaries of Premier Lloyd George. The address in part follows:

THE question I have been asking myself for the last two or three years has been this: Have we, as the result of the terrible experiences of the late war and of the victory of the Allies, any real security against a repetition of a world war? To this question I have to answer No. For the moment we have peace in the military sense and there is no danger of a war such as that of 1916, because Germany is disarmed and the preponderance of military strength on the allied side is simply overwhelming. There is another insurance against an early repetition of so Titanic a collision. I do not believe that the peoples who have fought in the last war would submit to be driven to such wholesale slaughter again. They are, I believe, substantially immune from the kind of militarism which drove them to death by the million in 1914. The

DISCUSSES WAR



THE HON. PHILIP HENRY KERR

there was a world war for the first fifteen years of the last century, ending with the battle of Waterloo. We can trace back through the ages an ever recurring procession of devastating wars engulfing the whole of the then civilized world, followed by periods of exhaustion, which in turn gave way to new wars of war.

The question I wish to discuss today is this: Is war really necessary to human progress? Must we continue to submit to a regular recurrence of these appalling evils every few decades as the price of winning more freedom for humanity? I would answer unhesitatingly that war is barbarism, that it is never inevitable, and that if it takes place between civilized Powers it is simply because they have failed to create an alternative system whereby their disputes of great issues involved in human progress can be settled by other and more sensible means.

What was it that precipitated the great war? The effective operative cause of the situation which exploded in 1914 was the surrender of Germany to Bismarck and the failure of Russia to begin to mobilize the military and foreign policy out of the hands of the Kaiser, his court, his officers and his diplomats into their own hands.

But what was it that finally swept Europe headlong into war? It was the military time table. No sooner did Austria-Hungary begin to mobilize in support of her ultimatum to Serbia than the Russian General Staff felt bound to do the same in order not to be caught at a disadvantage if the struggle spread. And no sooner did Germany feel bound to do the same, for the plans of the German staff in the event of a European war were based on the capacity of the German army to mobilize a few days faster than the French, and to crush the French army before the Russians could take the field. Hence the frantic telegrams of the Kaiser to the Czar, imploring him

And so, while telegrams flashed and Sir Edward Grey's proposal for conference was on the wires, the fateful minutes passed. One after another the nations mobilized and the situation drifted steadily out of control until finally the German General Staff insisted on marching through Belgium as the straight road to victory and the only alternative to eventual defeat. And Europe stumbled into a war for which Germany had prepared, which no individual may have deliberately ignited.

What is the fundamental cause of war? I do not say the only cause of war, but the most active and constant cause. It is not race, or religion, or color, or nationality, or despotism, or progress, or any of the causes equally cited. It is the division of humanity into separate States. That humanity should be so divided seems natural, almost a law of nature. That it can ever be otherwise seems almost impossible. Yet it is by all odds the greatest cause of war, and until it is overcome wars as frequent and as terrible as those of the past will continue to scourge the earth.